



State of Delaware
Department of Natural Resources and Environmental Control
Delaware Division of Parks and Recreation
89 Kings Highway
Dover, Delaware 19901

Council on Greenways & Trails
Wednesday, May 1, 2013
9:30 am

Location: Buena Vista Conference Center <http://buenavista.delaware.gov/>
661 S. DuPont Hwy
New Castle, DE 19720

Welcome & Introductions

Diane Wilson, acting Chairperson, and Sussex County Council Representative, called the meeting to order at 9:32 am. She invited members and visitors to introduce themselves and identify their group affiliation or agency.

Approval of Meeting Minutes

Diane Wilson asked for a motion to approve the January 30, 2013 Meeting Minutes. Mary Everhart moved to approve minutes with corrections. John Martin seconded. Motion passed.

Recreational Trail Users Update

Hiking – Wendel Cassel

Wendel and the Wilmington Trail Club are continuing to seek approval from the State of Pennsylvania for a trail to the Arc Corner monument (Tri-state marker). PA staff visited site and conducted a field review in early February. Many issues raised by PA staff were resolved. Some rare plants were discovered; trail was rerouted to protect plants. Representatives of Friends of PA State Parks are visiting the area today to review the trail again. The one issue that is a bit of a problem, as far as putting in the trail, is the Resource Management Plan for the area [White Clay Preserve in PA]. The Plan states that cutting dead or diseased trees or limbs will not be permitted except for trees and limbs that pose danger to trail users. Because of these restrictions, it is difficult putting in a trail. Wendel is still working to resolve this issue with PA staff and not certain when there will be an approval.

Denise Young [new president of Friends of PA State Parks] will serve two years. Wendel will provide Ms. Moerschel with Denise Young's contact information.

Equestrian – Mary Everhart

From the perspective of trails in New Castle County - Mary has been riding year round, at least three days a week. There are no major issues, except a [car] break-in at Thompson Bridge [Brandywine Creek State Park].

Mountain Biking – Jim Ireland

Jim introduced himself. He is the current president of the Trail Spinners in Delaware, Maryland and Pennsylvania. He represents the mountain bike community. He is a strong advocate and volunteer for trail constructions and works for all three states, mainly New Castle County and the City of Newark in Delaware.

Jim informed Council that Delaware achieved 5th rank this year as the nation's most bicycle friendly state.

IMBA Ride Center (International Mountain Biking Association) began in 1987. The Delaware Trail Spinners is a member of this Association. The DE Trail Spinners are pushing DE State Parks, City of Newark and New Castle County for an IMBA Ride Center to be established in DE. IMBA [Ride Center] is the equivalent to the Bicycle Friendly Community status for road biking. The League of American Bicyclists will begin recognizing IMBA Ride Centers in their Bike Friendly criteria. IMBA helps drive bike-related tourism; Ride Centers cater to the bicycle community and demonstrate that an area has facilities that recreational visitors are looking for.

The Trail Spinners drafted a Ride Center nomination. Based on Jim's evaluation, an IMBA Ride Center would rate in the Silver/Bronze category. Jim needs DE government to buy into this idea. He cannot do it on his own. Jim feels this is a worthwhile cause; many people come into the state for recreation yet the state has not marketed the tours inside the trails enough, such as the Pomeroy trail and all the trails at White Clay Creek. The State Parks have most of the amenities that cater to IMBA Ride Center visitors.

Jim proposed that Council write to the Governor asking for support to invest in infrastructure to attain an IMBA Ride Center designation in Delaware. The Trail Spinners need assistance and approval of the State to get this project off the ground. Minor investments are required such as trail signage, which is somewhat outdated. David Bartoo has been investing some time looking at trail signage changes.

The Trail Spinners are currently in partnership with government and Jim perceives being in partnership with government for a long time. On the flipside, he hopes investment could be made with infrastructure and he accomplishes what is required to make the IMBA Ride Center possible.

Charlie Emerson asked what types of investments are required.

Jim Ireland said some facilities missing are bike parks. Currently the Newark area meets the bronze level status without this facility. The main investment would be in infrastructure including signage with trail maps. Some people do not understand the current markings so Jim finds himself directing those who are lost. IMBA's [review of Jim's draft Ride Center nomination] highlighted items lacking, such as tourism and marketing, and that is the reason IMBA does not give Delaware a higher grade. Jim stated, in his opinion, the City of Newark is the epicenter for the trail system. It has the University of Delaware, a great downtown environment, good restaurants, lots of places to stay, lots to do, including the Pomeroy connection, Amtrak, I-95, and many more amenities that other IMBA Ride Centers do not have.

Susan Moerschel suggested that while a letter to the Governor is a choice the Council could take, she reminded Council that the Division collaborates with organizations around the state and between agencies. This Council, in its advisory to the Division of Parks & Recreation, can make any request directly to the Division without a letter to the Governor. It is a matter of us [multiple agencies and the Council] working together to achieve common goals.

Charlie Emerson said, this Council could solicit support from the communities, the agencies, and at the Director of Parks & Recreation level to garner this support.

Jim Ireland said he did not foresee Delaware ever reaching the gold level [IMBA Ride Center rating] because of Delaware's flat terrain. There are no hills and challenges such as ski resorts to support the gold level. Jim said he is content Delaware comes in at the bronze level, and then strive for a silver level for the IMBA ride center.

Charlie Emerson said, information should be gathered to justify this request to the communities and agencies.

Marco Boyce said, he too, sees DelDOT agreeing to this proposal especially making connections to some of the off-road systems and also from the marketing aspect by getting together with SEPTA, Amtrak, and Maryland authority.

Jim Ireland said, this is what I am trying to sell. That this is a uniquely situated [area] in that there is no other place in the east coast corridor that actually provides the facilities we currently have.

Marco Boyce asked whether Jim had examples of what specifies a silver or gold ride center that we could model ourselves after.

Jim Ireland said, currently there are only nine IMBA Ride Centers in the nation. He will share link [web page references] with Council.

Susan Moerschel said she would send a link of the IMBA Ride Center information and information on 'Trail Towns.' This is another initiative that is moving forward. Not sure that there is an official designation of Trail Towns, but in her evaluation and assessment, Newark is a Trail Town.

[Current list of IMBA designated Ride Centers www.imba.com/ride-centers/current]

[IMBA Ride Center overview www.imba.com/ride-centers/evaluation-overview]

[Trail Towns www.trailtowns.org/]

Jim Ireland asked if the Trail Towns initiative was brought up in the [Trail] Symposium.

Susan Moerschel said, it had been brought up in past Symposiums. Trail Towns came out of the Great Allegheny Passage Trail which is in Pennsylvania and Maryland. There are seven or eight towns along the rail-trail. There is collaboration among trail towns in support of one another to make themselves attractive to cyclists, predominantly, but appealing to walkers as well. These towns studied themselves to ascertain ways they could be attractive to tourists. They are now thriving because of tourists.

Bob Ehemann asked what are IMBA's expectations of a Ride Center? Does IMBA expect a visitor center or is the designation promotional?

Jim Ireland said IMBA designation is promotional. Downtown Newark has two bike shops, northern New Castle County has 13 bike shops. What is unique about our area is that these bike shops cater more for mountain bikes than road bikers. The off-road bike community is strong because of what Delaware offers. What also is unique is that DE has approximately 200 miles of trail within 15 miles of downtown Newark, including Fair Hill, Pennsylvania, Lums Pond, Brandywine, Woodlawn and many more. It isn't that IMBA needs a physical location [visitor center]; it is just the quality of the facilities provided in Delaware, such as the variety of restaurants and places to stay. These are all critical components, such that one can rent a bike locally and have strong advocate groups like what the Trail Spinners are. The Trail Spinners put on four community events a year. People come into town, rent a bike and join the activities. The Trail Spinners have organized rides open to the public Monday through Friday catering from the beginner to the experienced.

Begin Exact Transcription

Jim Ireland: Some of the things the Trail Spinners have been trying to do as a club, thank God for the City letting us move forward, and the Council for approving the Redd Park Trail Project. We did some interesting activities at Redd Park. [Jim showing pictures] As a Council, we went out and looked at it, this was in the early phases of us building a rock garden. I want to show what had happened so that you understand that the corridor does get disturbed. And it is an important thing that you understand that the corridor does get disturbed but then we end up closing back down the corridor and re-naturalizing it. So you can see here, that we were out there and you can see we have boulders placed. We got a crushed rock surface for the less technical transportation type corridor, type trail, and you can see where the rocks are all over the place.

This is in short order after building that and this after putting the fines down and sort of cleaned up the corridor and now you can see the leaf litter back in. The leaves are starting to fall now in this picture taken two years ago in October. You can see we got the finished surface of the pines on top; we filled in all the voids on the rocks. So there is no place for people or kids to get their hands or feet stuck on the rocks as they walked along the trail. We were very conscientious about what we were doing there. You can sort of see that we are getting closer to the finish product. Where you saw everything is disturbed here, now you don't and it sort of looks like this trail has been here for a long time.

It is important to understand that when you go through a trail project there is going to be disturbance and we are going to fix that disturbance by either coming back and doing plantings or bringing in the leaves and stuff. Sometimes it helps to do this in the fall when the trees are about to lose their leaves. You finish a trail project and then it automatically naturalizes. Now is a great time to build trails but it is not the best time to get the trails re-naturalized because unfortunately the leaves have broken down through the winter and so the leaf litter is not there and so it takes a little while to come back in.

One of the features we built in the [Redd] Park, this goes with the IMBA Ride Center, it is like the stuff that people are looking for. We are building something easy and something technically complicated and so it is

giving riders the ability to choose what they want and challenge themselves. And as a hiking trail, those rocks are really interesting as a hiker because I see the kids up on those rocks all the time when they are with their parents. So it isn't just about it [biking].

So this is one of the features that we call the 'waterfall.' So this is something that you might see out west. We do not have that 'Western feel' out here. This was right in the middle of the build process.

One of the things we are trying to create here, I travel a fair amount. There are a lot of places, and the way I look at it is that we need to have facilities in place that will allow me to go to other places and not feel uncomfortable riding. So I need that technical challenge of rocks that I am only going to find out west. They can't get rid of rocks in the mountains. The smooth trails don't exist there. So, if a biker isn't comfortable riding on rocks, and they go out west, they are going to be in for a rude awakening. And so we need to provide those types of facilities to give people that experience, here locally. So that's what we did.

White Clay [State Park] really isn't strong for rocks and so we created this rocky, dropping, ledgey, type thing that obviously people can ride. And so it was something that was created in the landscape that didn't exist in the landscape and that's why we did the rocks out there.

So that's just one component of what we're trying to do. I know that as a group, we're trying to push the envelope with Government because this is new to them and it isn't really something that everybody's going to feel comfortable with, moving forward.

Like I said, it has been great that the City of Newark has been a great partner and has been understanding and really isn't that scared by what we've done.

We've been working on the trail over from the Bank of America [Bryan's Field Connector Trail] and I guess there is some issue with that.

And so I wanted to show Redd Park and show the disturbance and there is some disturbance over on the Bank of America connector.

Susan Moerschel: Are you going to show folks specifically where that is? Jim, you know where that is but not everyone here knows where it is.

[Jim tried to find a map on the computer to put it in perspective but the computer crashed. He verbally described the location.]

Jim Ireland: The Bank of America connector trail is at the intersection between Possum Park Road and Paper Mill Road. It is right there where the Shell Station is and Tony's Café then you see the Deer Field Golf sign at the intersection. It goes in from there then goes into the loop of Bryan's Field [Trail]. So it is a connector trail that connects that in White Clay Creek State Park.

On the other side is the piece that we have been working on with the City of Newark and DelDOT. We were just out in the field with DelDOT looking at the connection that goes behind the Shell Station and Redd Park. This is our connector into the City of Newark.

It's an integral connection and so we did the rock features over in Redd which is unique and so we sort of took a little liberty over on the Bank of America connector [Bryan's Field Connector Trail in White Clay Creek State Park]. David [Bartoo] was out of town for a week and I kind of drove the project and I guess it kind of is at issue. I am hoping to get the Division over some of the issues about land disturbance and maybe construction techniques because some of the stuff that we are doing out there right now with the big road projects or big road trail projects, what I consider a road in the woods, is that there is a lot of disturbance when you are putting down these paved paths.

I try to be very conscientious about the environment I am in. I am looking out at what plants are there, and what we're disturbing.

This road corridor used to be called Milford Crossroads, I believe. It used to service a one-room school at the intersection of Paper Mill and Possum Park Road where the Shell Station was, or somewhere in there. I'm not exactly sure where that was. And so this little road corridor was filled with invasive species, tons of vines, tangled up into the trees, tons of multi-flora rose, and a bunch of bad plants. It was an old road bed so the water was running down the road bed and so one of the things that we were trying to do is decrease sedimentation by controlling the water flow down the trail.

The other thing that we did was remove a ton of invasive species. I will show you some of the pictures of before, what the road corridor looks like and what it looks like after. And it's still not the after, after, where we've come back in and naturalized the corridors.

So I don't want people to be alarmed, understanding that's why I showed the pictures of Redd [Park] showing what it looked like before, in the middle, and after. We are in the middle phases.

This is a picture of the old road corridor and as you can see, there is nothing but a tangled mess all in the trees. That is the way it is down the whole road corridor. You will see tons of multi-flora rose in here, more multi-flora rose there, a little bittersweet up in there. On the edges of the corridor we have a ton of autumn olive going down the whole edge of the corridor. And so here is what it looks like a couple days later, that is the exact same spot. To try to orient you, here is that cherry tree buried underneath all those invasive, here it is after, detangled. We cleaned out all the invasive species on this corridor. You would have been amazed by the nest of invasive species we had piled up. You can see that the old road corridor is gone. We dug dirt out of the road corridor and put it up and created these check dams. We purposely dug down below the road bed because we wanted virgin soil to be our check dam. And then also build it up so that there wasn't that big of a transition between the two sides of the bank. So we were using both sides of the bank and that was the corridor we were allowed to be in - was on both sides of the bank.

And again, I took a little liberty on design here. Talked about it but it's kind of hard to really talk about it and people don't understand what you are going to do until it's actually in play.

And so we dug these catch basins. These now are a holding place for water. One of the things I was planning on doing is going back and making measurements to make sure that the basins were big enough to hold a 10" rainstorm in a 24 hour period. I have other check dams further down or basins that are bigger in size that I'm actually thinking about creating a pipe action between the basins to transfer the water so the water does not get so high that it compromises the trail itself. But we may not be going down that path.

But on the engineering side, I am thinking about that and trying to put that into play. Sort of like when road designs are getting done, trails are roads, essentially. This is a natural surface road and so I have to think about how I am going to manage water just like DelDOT does when they do a road design.

So here is after, I think we had a 1.5 inch rainstorm after this. And so, this is essentially the same location just that I am a little closer to the trails. You can't see the cherry tree. You see that the water is holding in that retention pond.

One of the things that we also did too, was the organics that were on the top surface, we scraped off, threw off to the side. And then that is what we have here, in the basin, is the organics. So, we are hoping that will start to regenerate the plants that were there. At the same time I know that in two months we really need to go back into this corridor and spray anything that we know is invasive and kill it now. You can see this is where Meinrad is. [Meinrad Leckie, a Trail Spinner member] We did something unique in that this is something that we really don't have necessarily, which is banked turns, which are flow style trails. It is a different type of trail. We put in a flow-style trail to try to give people another experience in this area. It is sort of like a driver. You want people to go visit the trail for the experience and so if you give them something unique that they want to go to and visit, that will drive people to it. If it was just a regular trail, are people going to use it? Maybe, maybe not, but if it is something that is of interest to them, they are more than likely to go there.

So, you can see one of the banks up here and here. What this does too is that we are controlling the elevation. As one looks up, one will notice is that each one of these crossings is one to two feet lower than the crossing above it. So if you looked at it for terracing or trails system up the fall-line trail, so it is unique. I think I do have something that has a better perspective on this. Let me just go through the pictures. Here it is again a before and an after picture, so a lot of disturbance, but here is the big thing you are going to see here. So, I had U of D out and we did a lot of invasive species removal and we did it from here all the way up to the intersection. From here down, where you can see the forest really filled in, you can see the tangled vines and stuff in the trees. That is what it looked like beforehand. This puts it into perspective of where we are at. Here is the Shell Station; here is the connection into Redd Park and DelDOT's right of way. Here is the proposed Trails and Pathways Initiative, a paved path that will go from Paper Mill [Road]. Dave put 'proposed' storm water control. We are trying to control our storm water going down the trail but we also have to worry about storm water coming out of the fields. That was one of the issues. *End exact transcription*

Diane Wilson asked Jim if he requires a motion for this Council to support the IMBA Ride Center.

Jim asked for a motion that Council write a letter to the Governor to support an IMBA ride center and invest in the infrastructure and help in facilitating communication with other agencies.

Mary Everhart made a motion and moved.

Diane Wilson called for a discussion on the motion.

Gail Van Gilder suggested asking Council on Greenways and Trails Legislative members to sign the letter to the Governor.

Mary Everhart added that other organizations such as the Equine Council, Wilmington Trails and others, should write letters to the Governor supporting this motion.

Wendel Cassel said it would be worthwhile if there is a better understanding of what is involved in the IMBA request for nomination. It is premature to rush into this without giving everybody a chance to evaluate the proposal. I am not in a position to agree at this time because I have limited understanding of what is being proposed and all the implications involved.

Charlie Emerson asked whether or not Council should get local buy-in from Newark, New Castle County (NCC), Delaware State Parks, and others, before a letter goes to the Governor. This may be a better way to go initially, he said.

Susan Moerschel asked if Council would be willing to withdraw its motion and make another motion and/or agree that there needs to be further discussion to pull together the materials that Charlie Emerson had suggested. Future discussion could involve Jim, Charlie, Parks team, and others, with the main objective to pull together the materials to approach these land managing agencies to help build the campaign and grow the support for an IMBA designation.

Jim Ireland said the critical piece is getting IMBA to come and evaluate Delaware's trail system. IMBA noted that achieving a Ride Center designation is a tough process if one is invested in one's system fully because they [IMBA] would be critical of what Delaware has in place right now. Jim asked that DE State Parks be involved in the evaluation process. Jim is unsure how to approach other agencies.

Ms. Moerschel asked if this means IMBA would come to the State prior to an application being submitted.

Jim Ireland said the process is that he submits the preliminary application to IMBA who then evaluates and determines whether or not it is worthwhile to visit DE. If it is, IMBA visits and does a physical hands-on evaluation of the facilities to determine what the true ratings are. Using IMBA Ride Center's evaluation system, Jim rates DE's facilities at 80 points [silver level]. If IMBA does not agree with Jim's 80 point assessment, points are taken off, bringing Delaware's level to a 60 points rating, which is a bronze level.

Charlie Emerson pointed out that according to Jim part of IMBA's evaluation requires local support. Thus, IMBA cannot come in until Council has shown the support from local agencies.

Susan Moerschel said all this needs to be built up from multiple support sources such as agencies, user organizations, supporters, legislative representatives, and others. That support becomes a part of a package that goes to IMBA.

Jim said, he has already submitted a package to IMBA and has spoken to many agencies within the state but has had no response from the agencies, including DNREC. He is not sure how to get to the next level. He does not have the ability to have all the agencies on board and is not sure whether Delaware feels this is good or not good for Delaware.

Susan Moerschel stated that she and David Bartoo have not evaluated the IMBA nomination package. There was no specific request of DNREC [to support the nomination package submitted by Jim to Sec. O'Mara]. There needs to be a specific ask to Delaware State Parks. Our organization would support the concept of an IMBA Ride Center but the Division needs to know what the long term commitments are, what the expectations for growth and change in the system are in order to meet these different levels of designation.

Jim Ireland said, at this time, IMBA does not have a clear cut program, it is still fairly new. He wants to be on the forefront. We are at number 10 which is a bigger deal than if we were number 153 - one makes more of an impact than another. The great thing is that we are a small state and it should be easy to get all the agencies on board fairly quickly if it does make sense.

Diane Wilson said, members of Council on Greenways and Trails need to take something back to their own groups and develop a better understanding of the [IMBA Ride Center] program.

Jim said he will share with Council all that is required for the program including the IMBA link. He retracts his motion at this time.

Gail Van Gilder said it seems a shame not to have some form of motion today to do something because Council's meetings are quarterly. The Governor, clearly, would be interested and he should be informed that Council is working on this program.

John Martin stated that he felt this would give Council enough time to assess and deliberate on IMBA before the next meeting.

Susan Moerschel said there may be some other action that Council could take but at this time, Council needs to have some kind of working group. The Council was in agreement.

Diane Wilson said Council accepts and supports the concept but will have a sub-group to continue exploring more information on IMBA.

Charlie Emerson made a motion that Council endorse the concept of an IMBA Ride Center and that a sub-group be created to research the topic. He made a recommendation to move the IMBA program discussions to the next Council meeting on September 18. Mary Everhart seconded. Motion passed.

Diane Wilson asked the Council for volunteers to form the [Ride Center] sub-committee. Charlie Emerson, Mary Everhart, Marco Boyce, Wendel Cassel, Jim Ireland and Susan Moerschel agreed to serve. Gail Van Gilder said to make sure that the working group includes DEDO and tourism. Susan Moerschel said she would ask them.

Trail & Pathway Initiative Project Summary

DelDOT Projects – Marco Boyce, Planning Supervisor, DelDOT Planning

Susan Moerschel introduced Marco Boyce and commended him for taking time from his day off to make his presentation.

Marco Boyce presented DelDOT's ongoing and future plans for the bicycle trails in all three counties. Projected presented as follows:

Talley Road is part of the Northern Delaware Greenway Trail. This segment currently is an on-road but will be shifted to an off-road and widen underneath the I-95 crossing. Construction has begun.

New Castle Industrial Track Trail is a long term phased project. Many millions of dollars have been invested but needs many more dollars. Phase 3's feasibility study is complete, meaning it is feasible to get across the Christina River, to get through the wetlands area, get through the Norfolk Southern railroad right-of-way area, to DuPont Environmental Center and ramp, up to the existing Wilmington River Walk, to cross the Norfolk Southern rail line, and go on into downtown Wilmington.

Susan Moerschel reminded Council that it visited this area last fall.

Marco Boyce: Now that the feasibility study is complete, there are enough funds for the concept design. A detailed survey design to determine what is necessary to construct a bridge. As an alternative, DelDOT is looking to hang a bike/ped bridge on I-95 bridge structure, though this might prove problematic because of the slopes on the embankment and wetlands crossings. This design project will take about a year with public meetings including the engaged participation of this Council, the City of Wilmington and all others. The trail was constructed from the Woman's Correctional Center to the banks of the Christina River by New Castle County. There is a proposed tunnel underneath Route 13 to the Little League Fields near Boulden Blvd. Should DRBA propose the tunnel be closed at night, DelDOT might propose a by-pass route. As a transportation facility, riders going to and from New Castle will require a bypass route if the tunnel is closed. Construction of tunnel is slated to begin this August.

A Newark to Wilmington Pathway: a general concept study is underway to create a hierarchy of pathway connections.

Smyrna to the north side of Dover near the DelTech Campus and Wilmington University: a future study may occur in the next five to six years to look at connections

Dover Air Force Base to the Dickinson Plantation (Route 9): Pathway connection concept generated - nothing concrete.

Route 10 at the St. Jones River Bridge to Brecknock Park: under concept design for a bike/ped bridge crossing and a pathway along Route 10 to Camden

Dover, West Street connection area that will connect Eden Hill to South Street area in Dover: study underway

Loockerman Street: will be restriped to allow for bike lanes to connect to Silver Lake.

Junction & Breakwater Trail: DelDOT initiating a concept study in the next two weeks to connect and extend the trail south into Rehoboth.

Georgetown to Lewes Rail with Trail: at a future point, a pathway through the Cape Henlopen High School campus will create a link between this trail and the Junction & Breakwater Trail. Phase 1 of the Georgetown-Lewes-Cape Henlopen Rail with Trail is in Lewes is in design. This phase will extend from Gills Neck Road at the Canal to Savannah Road. Phase 2 will extend west from Savannah Road to an undetermined location.

Susan Moerschel said DelDOT uses the term 'Georgetown to Lewes Rail Trail.' The Division and Secretary O'Mara continue to add Cape Henlopen to this rail trail to represent Georgetown-Lewes-Cape Henlopen State Park. DNREC would like to see the Lewes to Cape Henlopen segment - Gills Neck road to the State Park entrance added as a high priority linkage. It makes sense within our Department's perspective to make a community connection to the park and to continue this project east as soon as possible.

Marco Boyce said the status of the **Junction & Breakwater Trail** connection [from Gills Neck Road north through] Showfield is being challenged in Chancery Court. A landowner in Breakwater subdivision has some issues with the trail going behind his property.

The Breakwater subdivision was recorded with in an access easement for the trail. The access easement does not go through private property. The trail lies within the platted open space easement. A couple purchased property in this area and claim that the developer did not inform them of the easement behind their property. DelDOT offered a landscape buffer between the house and the trail.

Susan Moerschel - The objecting couple does not have a leg to stand on because the easement was shown on and contained in the record plan. Todd Lawson, County Administrator, recently reviewed the platted subdivision and determined the easement to be valid.

Bethany Beach – a trail in Fresh Pond at Delaware Seashore State Park is complete.

Gail Van Gilder asked, regarding landscaping for the industrial tunnel, is there any chance that this project is eligible for funding under DTF?

Bob Ehemann said it may be eligible, though not a high priority. [This is not foreseen as a municipal or county project, and is likely not eligible.]

Marco Boyce said as DelDOT works through these first projects, the next phase would be determining a larger maintenance contract statewide for the pathways and trails, way-finding standards, marketing standards, and landscaping standards so directions are easily recognized. Signage is key to promote trail and pathway usage.

Buena Vista – Ken Darsney & Lynn Riley (follow up by an outdoor review of trails)

Lynn Riley gave a history of the property and said it dates back to 1845. It was the home of John Clayton who was the United States Senator from Delaware and the U.S. Secretary of State under President Zachary Taylor. Buena Vista passed through James Clayton Douglass to Constance Margaret Douglass. Her son Clayton Douglass Buck was born there. Buena Vista was sold to T. Coleman DuPont. His daughter Alice Hounsfield DuPont married C. Douglass Buck, chief engineer for her father's estate along "boulevard," later known as the DuPont Highway. Buck became governor of Delaware from 1929 to 1937. In 1965, the State of Delaware acquired Buena Vista as a conference center for government agencies and non-profit organizations.

When Governor Markell came into office, Secretary of State Bullock wanted to open this property to more members of the public and make it accessible and more usable. Mrs. Markell, with private sources, refurbished the interior and opened up more rooms for use, which are often packed with reservations.

Buena Vista staff completed a business plan to include private businesses, corporations, weddings, photography, and much more.

Secretary Bullock wanted Buena Vista to expand the outdoor experiences by adding trails. Susan Moerschel and David Bartoo were consulted and gave good guidance on how to add features of interest to this agricultural landscape. One suggestion was putting in a meadow, restoring the historic pond, and adding interpretative signage. Lynn and staff are grateful to Council on Greenways & Trails for support for this project which is in use.

Lynn Riley and staff are currently in partnership with the Delaware Nature Society in promoting educational nature programs. They are also looking forward to the Royal visit by the Queen and King of Sweden.

Ken Darsney thanked Lynn for explaining Buena Vista and said his two years here at Buena Vista have been action packed. This site has been especially interesting mainly because of the great stories here. This place has a lot of potential and there is still a lot to do.

Senator Townsend - Introduction and Welcome

Ms. Wilson welcomed Senator Bryan Townsend to the Greenways and Trails Council meeting. Senator Townsend represents Delaware's 11th District, the South Newark area.

Senator Townsend said he has a few dozen acres as part of the City of Newark. The City of Newark has done a great job and he is encouraging them to keep following up on the economic benefits that are available for some of these projects and to continue reaching out to the legislators they are already reaching out to.

On a personal note, Senator Townsend said he had hoped to be where Dave Sokola is today, which is biking to work, but, he injured himself about eight weeks ago playing volleyball practicing for a charity volley ball game. He had hoped to do triathlons this year but was laid up for the past eight weeks due to his injury which has taken a big chunk out of his preparations. However, he will be on his bike in Delaware riding together with Dave Sokola soon.

Senator Townsend asked Council to send a get well email to Secretary Mark Murphy, the Secretary of Education who is an avid mountain biker. He broke his arm mountain biking. He has heard Department [cabinet] Secretaries talking favorably about trails around Delaware and he realizes the benefits of them.

Senator Townsend said that during his short time as a state senator, he has had many conversations with both cabinet secretaries and fellow legislators indicating their strong support for this Council and what it is doing. He is happy to attend this meeting and to get a sense of what Council is doing and finding ways of how he could help. He offered his assistance to Council suggesting that they reach out to him with questions and issues they wish him to push and that he would be happy to do so.

National Recreation Trail Nominations

Avery Dunn reported the following: The National Trails System Act was created in 1968 to create a national network of trails to provide outdoor recreation opportunities and preserve outdoor areas and historic resource centers.

The System as defined by the Act consists of three trail categories. The first two categories are the National Historic Trails and the National Scenic Trails, both only authorized by US Congress. There are eleven Historic Trails and nineteen Scenic Trails. National Recreational Trails is the third category, authorized by the Secretary of the Interior. There are over 1200 designated National Recreation Trails. National Recreation Trails in Delaware are: James Hall Trail, Newark; the Hagley Museum trail, Wilmington; and the Pinelands Nature Trail, Cape Henlopen State Park.

The purpose of the National Recreational Trails category is to recognize exemplary trails that are locally significant. In order for a trail to be designated as a National Recreation Trail, the manager has to submit a nomination that meets certain criteria. A trail has to be open to the public, use best management practices, and supported by all the landowners the trail passes through. Some benefits for designating a trail is that it gets increased visibility and promotion resulting in the trail getting access to technical assistance, networking, funding, training opportunities, and included in an online searchable database with more information about the trail maps and its uses.

This year, Avery developed and coordinated the NRT applications for the Pomeroy Rail Trail in Newark. Thank you to Mr. Emerson for supplying a letter of support. The entire trail length in both Newark and through Delaware State Parks was nominated. Four miles of the Junction and Breakwater Trail, managed by the Division of Parks & Recreation, was nominated. The full length of the Northern Delaware Greenway Trail was nominated. Thanks for support from DelDOT. Additionally, 2.5 miles of the Northern Delaware Greenway Trail in Brandywine Creek State Park were nominated.

We expect these NRT nominations to receive final approval of the Interior Secretary. A public announcement is expected on National Trails Day, June 1st.

Susan Moerschel said she asked Avery to prepare an application to nominate the C&D Canal Trail. Nominations are accepted by NPS once a year. November 1st is the dead line.

Wendel Cassel said the combination of Creek Road and Bell Trail, into the White Clay Preserve, would be a good trail to recognize.

There is no limit on the number of NRT applications.

American Trails Awards – David Bartoo, not in attendance. No discussion.

Announcements

- Upcoming Events: Susan said there is nothing to report at this time but as projects evolve, she will notify Council on ground breakings and ribbon cuttings.
- Charlie Emerson said the City of Newark will soon go out to contract for the Curtis Mill Park project and will begin construction later this year.
- Gary Kirk said Wilmington Trail Club has an annual event called Hike-Across-Delaware. It will take place Saturday, November 2. The walk is approximately 14 miles. Susan Moerschel asked Gary if he knew that the Division of Fish and Wildlife would be managing the C&D Canal Trail. He was aware.
- Gail Van Gilder asked if it would help the National Recreation Trail applications, if the Division of Parks & Recreation solicited letters of support from organizations involved with the trails. She would gladly give Avery Dunn more contacts. Susan said this would be discussed further at the September 18, 2013 Greenways and Trails meeting.
- 2013 Meeting Dates – September 18, and December 11.
- National Trails Day: June 1 - Lewes Greenways & Trails - a cleanup of the Canary Creek Trail.
- Wendel Cassel said the Wilmington Trail Club will have three events, one of which is in the White Clay Creek Preserve; there will be a hike and trail trimming. Participants should register at the WTC web site.

Adjourn

Diane Wilson asked for a motion to adjourn the meeting. John Martin made a motion and Jim Ireland seconded. Meeting adjourned at 11:23am.

Meeting Attendance

Appointed Council Members

Wendel Cassel
Charles Emerson
Mary Everhart
James Ireland
Peggy Koster
John Martin
Diane Wilson
Gail Van Gilder

Legislative Members

Senator Bryan Townsend

Agency Members

Kenneth Darsney, DOS
Lynn Riley, DOS
Marco Boyce, DelDOT

Guests

Gary Kirk, Wilmington Trail Club
Tina Watson, US Fish & Wildlife Service

Division of Parks and Recreation

Matthew Chesser
Avery Dunn
Bob Ehemann
Susan Moerschel
Kendall Sommers
Rose Ryödi